THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government has decided to set up a world class flying training institute at Gondia, Maharashtra under the aegis of Airports Authority of India (AAI).

(c) On the basis of estimated growth in civil aviation sector there will be a requirement of 5000 pilots in the next five years.

(d) The Government has taken various steps to reduce the gap between demand and supply of skilled Indian pilots. These include conditionally increasing the age-limt to 65 years for pilots, upgradation and modernisation of training infrastructure of the Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity from 40 to 100 pilots per year and assistance to flying clubs by allocating trainer aircraft through Directorate General of Civil Aviation/Aero Club of India.

Sharing of Real Estate Deposits at Delhi Airports

1091. SHRI D. RAJA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the private developer of Delhi International Airports Ltd. (DIAL) has declined to share its real estate deposits with Airports Authority of India (AAI);

(b) if so, the details thereof;

(c) whether it is also a fact that such a decision would reduce the AAI's revenues considerably; and

(d) if so, what steps have been taken by Government to safeguard the interests of Government owned AAI?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Delhi International Airport Private Limited (DIAL) had earlier proposed to raise part-finance through security deposit from property development at the airport. The proposal was being processed. In the meanwhile, DIAL has come forward with other options for funding the project and they are being examined.

Ultra modern equipments for Delhi Airport

1092. PROF. ALKA BALRAM KSHATRIYA:
SHRIMATI SHOBHANA BHARTIA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has decided to set up ultra modern equipment at airport for smoother landing at Indira Gandhi International Airport (IGIA);

(b) if so, the details thereof;

(c) whether similar equipment would be set up at other international and important airports in the country; and

(d) if so, to what extent the landings of planes at airports would be safer?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Airports Authority of India (AAI) has already provided CAT-IIIB Instrument Landing System (ILS) at runway 28 at Indira Gandhi International Airport,

Delhi. 3rd runway at IGI Airport, which is scheduled to be operationalised in June, 2008, will also be equipped with CAT III, ILS for approaches from either direction.

(c) AAI has provided ILS at 40 airports for smooth and safe landing of aircraft under poor visibility conditions. AAI proposes to provided ILS facilities at Gaya, Kolkata (2nd runway), Tirupathy, Silchar, Calicut, Pune, Gondia, Surat, Chennai, Dehradun, Porbandar, Belgaum, Hubli, Vijaywada, Port Blair, Delhi (3rd runway) airports. There is also a proposal for replacement of ILS at Kolkata, Cochin and Delhi (at Runway 27 and Runway 10). Further, ILS systems are to be upgraded at Lucknow, Jaipur & Amritsar airports from CAT I to CAT II.

(d) Landing of planes become more safer by providing ILS facilities as they provide landing guidance to the aircraft as per its operational category.

Airport charges at Hyderabad and Bangalore Airports

1093. SHRI RAHUL BAJAJ:
SHRI RAJKUMAR DHOOT:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) what are the expected airport charges for airlines and outbound passengers in privatized airports at Hyderabad and Bangalore; and

(b) how do they compare with charges at major airports internationally adjusted for purchasing power parity?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) As per Concession Agreements signed by Government of India (GOI) with Hyderabad International Airport Limited (HIAL) and Bangalore International Airport Limited (BIAL), both Airport Companies are allowed to levy the following regulated charges:— (i) Landing, Housing and Parking Charges (Domestic and International) (ii) Passenger Service Fee (Domestic and International) and (iii) User Development Fee (Domestic and International). For the first year of operation the Landing & Parking Fee and Passenger Service Fee will be at rates applicable at other airports in India. For the Hyderabad airport Government of India has approved levy of Rs. 1000/- as ad-hoc UDF on international departing passengers. Actual quantum of UDF for domestic and international passengers as well as other regulated charges in respect of both Hyderabad and Bangalore airports would be fixed up only after the receipt of final audited project cost from them.

(b) India's airport charges are one of the lowest when compared to many other countries. Transport Research Laboratory (TRL), Australia conducted a study on aeronautical charges (Feb. 2006) and has positioned countries on the Index of 1 (least expensive) to 100 (most expensive) on the basis of their aeronauthical charges (Landing, Parking, TNLC and PSF). India's position on that scale is 22nd which is lower than the New York (88), Frankfurt (72), London (58), Bangkok (36), Singapore (32), Hong Kong (32), Kuala Lumpur (28) and Dubai (23).

Cost overrun for modernization project of airports

1094. SHRI S. ANBALAGAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the modernization of airports in the country, State-wise;